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	destination of the bearings I would not exclude the possibility that some program for the strengthening of bridges in Germany really exists.		
<b>3.</b> 25X1X	I ca equi	n give the following indications concerning the shortages in pment for the rail system in the Soviet Zone of Germany as of	
20/(1/(	(a)	At that time, there was a considerable shortage of freight cars in Eastern Germany, especially of normal 10-ton covered wans and four-axle metal flat-cars of 38-40 tons capacity. Every Soviet Zone agency which normally used freight cars was assigned a definite quota which was usually insufficient. I remember that the transport of some materials manufactured	
25X1X		days or even a week because of the scarcity of freight cars.  I also remember a case when semifinished steel products	
25X1X 25X1X		manufactured by a German firm near Leipzig were delayed for about three months. They were shipped by the firm at the beginning of December 1951 and arrived in 2 Mar 52.	
	(p)	Rven Soviet agencies had to wait several days for the arrival of their allotted freight cars. Moreover, they usually arrived either Saturday afternoon of Sunday when no German labor was available in spite of the fact that the fine for letting freight cars stand idle was imposed. I do not know whether this was a form of sabotage on the part of Soviet Zone Germans or not a	
25X1X 25X1X 25X1X	(·c)	All I can say is that it was usual for most of the goods manufactured and loaded on freight cars to stand for several days near Leipzig, before being actually moved.	

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